ers 25 minutes to attain the 80-percent defrosted goal. Such a modification would permit a significant reduction of the defrosting performance of defrosting and defogging systems and this, in turn, would be contrary to the interest of safety. While it is true that variations in such things as the performance of the thermostat and the outlet nozzle will affect the system's capability to defrost a given windshield area within a stated time, there is no apparent reason why it is impracticable to design and construct the system so that, at a minimum performance level, it will comply with the requirements of paragraph S4.2. For these reasons, the Administrator has rejected this request for modification of the standard.

Many comments submitted suggestions that went beyond the scope of the notice. For example, submissions that discussed the problems of establishing performance requirements for defrosting and defogging systems on multipurpose passenger vehicles, trucks, and buses were received. These, and other comments of this nature, will be considered in connection with future rule making action.

In consideration of the foregoing, § 255.21 of Part 255, Federal Motor Vehicle Safety Standards, is amended, effective January 1, 1969, by amending Motor Vehicle Safety Standard No. 103 to read as set forth below.

This amendment is made under the authority of sections 103 and 119 of the National Traffic and Motor Vehicle Safety Act of 1966 (15 U.S.C. 1392, 1407) and the delegation of authority of April 24, 1968.

Issued in Washington, D.C., on April 24, 1968.

LOWELL K. BRIDWELL,
Federal Highway Administrator.

MOTOR VEHICLE SAFETY STANDARD NO. 103

WINDSHIELD DEFROSTING AND DEFOGGING SYSTEMS; PASSENGER CARS, MULTIPURPOSE PASSENGER VEHICLES, TRUCKS, AND BUSES

S1. *Scope.* This standard specifies requirements for windshield defrosting and defogging systems.

S2. *Application.* This standard applies to passenger cars, multipurpose passenger vehicles, trucks, and buses, manufactured for sale in the continental United States.

S3. *Definitions.* "Road load" means the power output required to move a given motor vehicle at curb weight plus 400 pounds on level, clean, dry, smooth Portland cement concrete pavement (or other surface with equivalent coefficient of surface friction) at a specified speed through still air at 68° F. and standard barometric pressure (29.92" of Hg.) and includes driveline friction, rolling friction, and air resistance.

S4. *Requirements.*

S4.1 Each vehicle shall have a windshield defrosting and defogging system.

S4.2 Each passenger car windshield defrosting and defogging system shall meet the requirements of section 3 of SAE Recommended Practice J902, "Passenger Car Windshield Defrosting Systems," August 1964, when tested in accordance with S4.3, except that "the critical area" specified in paragraph 3.1 of SAE Recommended Practice J902 shall be that established as Area C in accordance with Motor Vehicle Safety Standard No. 104, "Windshield Wiping and Washing Systems," and "the entire windshield" specified in paragraph 3.3 of SAE Recommended Practice J902 shall be that established as Area A in accordance with Motor Vehicle Safety Standard No. 104.

S4.3 *Demonstration procedure.* The passenger car windshield defrosting and defogging system shall be tested in accordance with the portions of paragraphs 4.1 through 4.4.7 of SAE Recommended Practice J902, August 1964, or SAE Recommended Practice J902a, March 1967, applicable to that system, except that—

(a) During the first 5 minutes of the test, the engine speed or speeds may be those which the manufacturer recommends as the warmup procedure for cold weather starting;

(b) During the last 35 minutes of the test period (or the entire test period if the 5-minute warmup procedure is not used), either—

(i) The engine speed shall not exceed 1,500 r.p.m. in neutral gear; or

(ii) The engine speed and load shall not exceed the speed and load at 25 m.p.h. in the manufacturer's recommended gear with road load;

(c) A room air change of 90 times per hour is not required;

(d) The windshield wipers may be used during the test if they are operated without manual assist;

(e) One or two windows may be open a total of 1 inch;

(f) The defroster blower may be turned on at any time; and

(g) The wind velocity may not exceed 5 m.p.h.

[F.R. Doc. 68-5092; Filed, Apr. 26, 1968; 8:49 a.m.]

[Docket No. 1-16]

PART 255—INITIAL FEDERAL MOTOR VEHICLE SAFETY STANDARDS

Headlamp Concealment Devices; Passenger Cars, Multipurpose Passenger Vehicles, Trucks, Buses, and Motorcycles

A proposal to amend Part 255 by adding Federal motor vehicle safety standard No. 112, Headlamp Concealment Devices—Passenger Cars, Multipurpose Passenger Vehicles, Trucks, Buses, and Motorcycles, was published as an advance notice of proposed rule making on October 14, 1967 (32 F.R. 14280) and as a notice of proposed rule making on December 28, 1967 (32 F.R. 20865).

Interested persons have been given the opportunity to participate in the making of this amendment, and careful consideration has been given to all relevant matter presented.

Inadvertent actuation of a headlamp concealment devices, due to a defective condition thereby causing headlamps to be blacked out, has compromised the safety of occupants of the vehicle concerned and other highway users. There have been reports of several accidents and incidents caused by such inadvertent blacking out of headlamps. In addition, the Administrator considers headlamp concealment devices present a continuing hazard to motor vehicle safety in that they may inadvertently black out headlamps while headlamps are in use. This standard requires that fully opened headlamp concealment devices must remain fully opened whenever there is a loss of power to or within the device and whenever any malfunction occurs in components that control or conduct power for the operation of a concealment device. These requirements provide a fail-safe operation which serves to prevent further incidents of inadvertent blacking out of headlamps by headlamp concealment devices.

In addition, other safety performance criteria are established. Thus, whenever any malfunction occurs in components that control or conduct power for the actuation of the concealment device, additional means for fully opening each headlamp concealment device must be provided. A single mechanism must be provided for actuating the headlamp concealment devices and illuminating the lights. The installation of each headlamp concealment device must be such that no component of the device, other than components of the headlamp assembly, need be removed when mounting, aiming and adjusting the headlamps. Headlamp beams that illuminate during opening and closing of the headlamp concealment device may not project to the left of or above the position of the beam in the fully opened position. Finally, within the temperature ranges specified, headlamp concealment devices must be fully opened in three seconds after actuation of the appropriate mechanism, except in the event of a power loss. These additional performance criteria meet the needs of motor vehicle safety by increasing the safe and reliable operation of headlamp concealment devices.

Several comments stated that a requirement for fail-safe operation under any combination of unforeseeable circumstances is unreasonable. The requirements expressed in S4.1 are not intended to impose responsibility for failures caused by abuse, poor maintenance practices or other conditions not encompassed by S4.1. Whether or not failure of a headlamp concealment device to remain in an open position once fully opened is a violation of the standard would, of course, depend upon

whether the device failed under the conditions encompassed by the standard. Some comments requested that the conditions expressed in S4.1 be made test conditions and one commentator submitted a suggested test procedure to demonstrate compliance. Because of the wide variety of designs and types of headlamp concealment devices currently in use, no single demonstration procedure is appropriate for all. Consequently, prescription of a standard demonstration procedure is neither practicable nor feasible under the circumstances. The Administrator concludes that the needs of motor safety require that headlamp concealment devices be fail-safe. The Administrator further concludes that the most appropriate method of meeting those needs and of preventing further hazard from obstructed headlamps caused by headlamp concealment device failures is by the prescription of fail-safe operational criteria, as specified in S4.1. Accordingly, the requests are denied.

A number of comments stated that the 3-second operating time requirement and the aiming requirements for rotating headlamps would impose unreasonable burdens in retooling and redesigning if the January 1, 1969, effective date is to be met. Based upon the data presented, the Administrator agrees with these comments. Accordingly, S4.5 and S4.6 are made effective January 1, 1970.

Several comments recommended additional provisions expressly permitting headlamp concealment devices that are automatically actuated by light sensing mechanisms. This standard is not intended to prevent the use of light sensing mechanisms. Consequently, language has been added to clarify this intention if the light sensing mechanism meets the same operational requirements prescribed for switch operated headlamp concealment devices.

Several comments requested inclusion of a provision in S4.3 permitting an additional separate control that actuates only the headlamp concealment device. The Administrator considers permitting this additional control would not be in the best interests of motor vehicle safety. The requests are, therefore, denied.

Other comments suggested that rotating headlamps be required to return to the correctly aimed position after a specified minimum number of opening and closing cycles that power be provided for at least one opening cycle after the vehicle engine has been stopped for a specified length of time; that a warning device be required to indicate to the driver that the concealment devices are malfunctioning; that requirements for aiming and adjusting of headlamps be expanded to insure that vehicle body structure and lamp ornaments will not interfere with these operations; that the standard prohibit designs which permit snow and ice to accumulate over the sealed beam headlamp units; that requirements be included to assure capability for opening concealment devices that are frozen shut; and that a standard be established to prohibit the use of headlamp concealment devices. Although some of these suggestions appear to have merit, they are all beyond the scope of the notice and will, therefore, be considered for future rule making action.

In consideration of the foregoing, § 255.21 of Part 255 of the Federal motor vehicle safety standards is amended by adding Standard No. 112, Headlamp Concealment Devices—Passengers Cars, Multipurpose Passenger Vehicles, Trucks, Buses, and Motorcycles, as set forth below, effective January 1, 1969.

This rule making action is taken under the authority of sections 103 and 119 of the National Traffic and Motor Vehicle Safety Act of 1966 (Public Law 89–563, 15 U.S.C. sections 1392 and 1407) and the delegation of authority of April 24, 1968.

Issued in Washington, D.C., on April 24, 1968.

LOWELL K. BRIDWELL,
Federal Highway Administrator.

MOTOR VEHICLE SAFETY STANDARD NO. 112

HEADLAMP CONCEALMENT DEVICES; PASSENGER CARS, MULTIPURPOSE PASSENGER VEHICLES, TRUCKS, BUSES, AND MOTORCYCLES

S1. *Scope.* This standard specifies requirements for headlamp concealment devices.

S2. *Application.* This standard applies to passenger cars, multipurpose passenger vehicles, trucks, buses, and motorcycles.

S3. *Definitions.*

"Fully opened" means the position of the headlamp concealment device in which the headlamp is in the design open operating position.

"Headlamp concealment device" means a device, with its operating system and components, that provides concealment of the headlamp when it is not in use, including a movable headlamp cover and a headlamp that displaces for concealment purposes.

"Power" means any source of energy that operates the headlamp concealment device.

S4. *Requirements.*

S4.1 Each fully opened headlamp concealment device shall remain fully opened whenever either or both of the following occur—

(a) Any loss of power to or within the headlamp concealment device;

(b) Any disconnection, restriction, short-circuit, circuit time delay, or other similar malfunction in any wiring, tubing, hose, solenoid or other component that controls or conducts power for operating the concealment device.

S4.2 Whenever any malfunction occurs in a component that controls or conducts power for the actuation of the concealment device, each closed headlamp concealment device shall be capable of being fully opened—

(a) By automatic means;

(b) By actuation of a switch, lever or other similar mechanism; or

(c) By other means not requiring the use of any tools.

Thereafter, the headlamp concealment device must remain fully opened until intentionally closed.

S4.3 Except for cases of malfunction covered by S4.2, each headlamp concealment device shall be capable of being fully opened and the headlamps illuminated by actuation of a single switch, lever, or similar mechanism, including a mechanism that is automatically actuated by a change in ambient light conditions.

S4.4 Each headlamp concealment device shall be installed so that the headlamp may be mounted, aimed, and adjusted without removing any component of the device, other than components of the headlamp assembly.

S4.5 After December 31, 1969, the headlamp beam of headlamps that illuminate during opening and closing of the headlamp concealment device may not project to the left of or above the position of the beam when the device is fully opened.

S4.6 Except for cases of malfunction covered by S4.2, after December 31, 1969, each headlamp concealment device shall, within an ambient temperature range of −20° to +120° F., be capable of being fully opened in not more than 3 seconds after actuation of the mechanism described in S4.3.

[F.R. Doc. 68–5093; Filed, Apr. 26, 1968; 8:49 a.m.]

[Docket No. 1–17]

PART 255—INITIAL FEDERAL MOTOR VEHICLE SAFETY STANDARDS

Hood Latch Systems; Passenger Cars, Multipurpose Passenger Vehicles, Trucks, and Buses

A proposal to amend Part 255 by adding Federal motor vehicle safety Standard No. 113, Hood Latch Systems—Passenger Cars, Multipurpose Passenger Vehicles, Trucks, and Buses, was published as an advance notice of proposed rule making on October 14, 1967 (32 F.R. 14280), and as a notice of proposed rule making on December 28, 1967 (32 F.R. 20866).

Interested persons have been given the opportunity to participate in the making of this amendment, and careful consideration has been given to all relevant matter presented.

This new standard requires that all motor vehicles to which it is applicable be equipped with a hood latch system. Additionally, in those instances where a vehicle is equipped with a front opening hood, which in any open position partially or completely obstructs a driver's forward view through the windshield, a second latch position on the hood latch system or a second hood latch system must be provided.

Available data reveals that inadvertent hood openings pose a serious hazard to the safe operation of motor vehicles, particularly in the case of front opening hoods. By requiring a hood latch system for all hoods, and under certain circumstances, a second position on that system

or an independent second system, this standard will help to reduce incidents of inadvertent hood openings.

All the comments support the need for a hood latch system or hood latch systems, as the case may be. Several commentators requested inclusion of a definition of "hood" and "front opening hood." The Administrator agrees that "hood" should be defined and has defined it as any exterior movable body panel forward of the windshield used to cover an engine, luggage, storage, or battery compartment. However, the Administrator concludes that a definition of "front opening hood" is unnecessary; that phrase is sufficiently definite and is clearly distinguishable from a "side opening" or "rear opening" hood.

Several commentators conditioned their support upon the understanding that the requirement for front opening hoods could be met by a single latch system with two positions, by two separate primary latch systems, or separate primary and secondary latches. Language changes have been made to S4.2 to clarify that all of these types of installations are acceptable.

Several commentators expressed concern over the lack of quantitative performance criteria for hood latch systems. The Administrator finds that additional research and study are necessary before meaningful quantitative performance criteria can be appropriately specified.

In consideration of the foregoing, § 255.21 of Part 255 of the Federal motor vehicle safety standards is amended by adding Standard No. 113, Hood Latch Systems—Passenger Cars, Multipurpose Passenger Vehicles, Trucks, and Buses, as set forth below, effective January 1, 1969.

This rule making action is taken under the authority of sections 103 and 119 of the National Traffic and Motor Vehicle Safety Act of 1966 (Public Law 89-563, 15 U.S.C. sections 1392 and 1407) and the delegation of authority of April 24, 1968.

Issued in Washington, D.C., on April 24, 1968.

LOWELL K. BRIDWELL,
Federal Highway Administrator.

MOTOR VEHICLE SAFETY STANDARD No. 113

HOOD LATCH SYSTEM; PASSENGER CARS, MULTIPURPOSE PASSENGER VEHICLES, TRUCKS, AND BUSES

S1. *Purpose and scope.* This standard establishes the requirement for providing a hood latch system or hood latch systems.

S2. *Application.* This standard applies to passenger cars, multipurpose passenger vehicles, trucks, and buses.

S3. *Definitions.* "Hood" means any exterior movable body panel forward of the windshield that is used to cover an engine, luggage, storage, or battery compartment.

S4. *Requirements.*

S4.1 Each hood must be provided with a hood latch system.

S4.2 A front opening hood which, in any open position, partially or completely obstructs a driver's forward view through the windshield must be provided with a second latch position on the hood latch system or with a second hood latch system.

[F.R. Doc. 68-5094; Filed, Apr. 26, 1968; 8:49 a.m.]

[Docket No. 1-21]

PART 255—INITIAL FEDERAL MOTOR VEHICLE SAFETY STANDARDS

Motor Vehicle Safety Standard No. 114; Theft Protection; Passenger Cars

A proposal to amend § 255.21 of Part 255, Federal Motor Vehicle Safety Standards, by adding a new standard, Theft Protection—Passenger Cars, was published in the FEDERAL REGISTER on December 28, 1967 (32 F.R. 20866).

Interested persons have been afforded an opportunity to participate in the making of the standard. Their comments and other available information have been carefully considered.

Responses to the notice and other information have demonstrated that stolen cars constitute a major hazard to life and limb on the highways. The evidence shows that cars operated by unauthorized persons are far more likely to cause unreasonable risk of accident, personal injury, and death than those which are driven by authorized individuals. Further, the incidence of theft, and hence the risk of accidents attributable thereto, is increasing. According to a recent study by the Department of Justice there were an estimated 94,000 stolen cars involved in accidents in 1966, and more than 18,000 of these accidents resulted in injury to one or more people. On a proportionate basis, 18.2 percent of the stolen cars became involved in accidents, and 19.6 percent of the stolen-car accidents resulted in personal injury. The same study predicted that automobile thefts in 1967 total about 650,000; about 100,000 of these stolen cars could be expected to become involved in highway accidents. Comparing these figures with statistics for vehicles which are not stolen, the approximate rate for stolen cars would be some 200 times the normal accident rate for other vehicles. Thus, a reduction in the incidence of auto theft would make a substantial contribution to motor vehicle safety. It would not only reduce the number of injuries and deaths among those who steal cars, it would also protect the many innocent members of the public who are killed and injured by stolen cars each year.

The President's Commission on Law Enforcement and Administration of Justice, in its report "The Challenge of Crime in a Free Society", noted the rising cost in lives and dollars as a result of auto theft, highlighted the need for measures to reduce auto thefts and suggested that "The responsibility could well be assigned to the National Highway Safety Agency as part of its program to establish safety standards for automobiles." (pp. 260-261).

The Administrator has concluded that a standard that would reduce the incidence of unauthorized use of cars meets the need for motor vehicle safety. Consequently, he rejects those comments on the proposed standard which questioned its validity on the ground that it is not related to improving motor vehicle safety. As indicated below, amateur car thieves make up the majority of those unauthorized drivers who become involved in motor vehicle accidents. Many of these thieves make use of keys left in the ignition locks to start the cars they steal. Hence, the standard requires each car to be equipped with a device to remind drivers to remove the key when leaving the car. The number of car thieves who start cars with so-called "master keys" and devices which bypass the lock is also large enough to produce a significant safety hazard. Therefore, the standard also requires devices which tend to defeat this category of thief: A large number of locking-system combinations and a steering or self-mobility lock.

Several comments urged that the warning-device requirement be eliminated from the standard upon the ground that the removal of the key is the driver's responsibility. It was also said that, since any locking system, no matter how it is construted, can be defeated by persons possessing sufficient skill, equipment, and tenacity, provisions for ensuring removal of ignition keys would be futile because a thief need not make use of a key.

As the Department of Justice survey mentioned above demonstrates, however, the large majority of car thieves are amateurs, almost half of whom are engaged in so-called "joy-riding". The evidence shows that a high proportion of these thieves, most of whom are juveniles, start the cars' engines simply by using the key which has been left in the ignition lock. It is, of course, the operator's responsibility to remove the key when the car is left unattended, and drivers should continue to be exhorted or required to take this elementary precaution. Nevertheless, many do not, and the interest of safety would be promoted by the existence of a visible or audible warning device on the car, reminding the driver when he has neglected his responsibility. This is an instance in which engineering of vehicles is more likely to have an immediate beneficial impact than a long-range process of mass education.

The requirement of a warning when the key is left in the lock was also the subject of several comments which asked that the warning be required when the front-seat passenger's door, as well as the driver's door, is opened. There is considerable validity in the contention that the device should operate upon the opening of either door, particularly because, in some jurisdictions, exiting from a car on the left side is prohibited in certain circumstances. However, the notice of proposed rule making stated that the standard under consideration made the warning-device requirement

applicable only when the driver's door is opened. Information available to the Administrator shows that development of such warning devices has concentrated on warnings that are activated only in the event the driver's door is opened while the key remains in the lock. To extend this requirement to the opening of either door might necessitate both the initiation of new rule making proceedings and an extension of the standard's effective date. For these reasons, the requirement is, with minor exceptions discussed below, in substance unchanged from the one which appeared in the notice of proposed rule making. Extension of the requirement to passenger-door warning devices will be kept under consideration.

The January 1, 1970, effective date also remains unchanged. Most of the comments which focused on the proposed effective date stated that the standard could be complied with by that date. One manufacturer sought a 1-year extension on the ground that it could not produce a steering or mobility lock in sufficient time to equip its automobiles with such a device by January 1, 1970. Although this comment alleged that data in the possession of its author showed that the cost of purchasing and installing a device to comply with the standard would impose an unreasonable economic burden, neither those data nor the basis for the company's conclusion have been supplied to the Administration. In short, nothing supported the request except the broad generalization that the proposed effective date would cause some undefined hardship. Balancing this unsubstantiated generalization against the increase in deaths and injuries that postponing the effective date for a year would probably cause, the Administrator has concluded that a change in the effective date to January 1, 1971, would not be in the interest of safety, that the January 1, 1970, effective date is a practicable one, and that the request to extend it for 1 year is denied.

Many persons who responded to the notice asked that specific theft protection devices be prescribed. These specific devices included brake locks and so-called "pop-out" keys which automatically eject from the locking system, to devices which purportedly make bypassing the ignition switch impossible. The Administrator concludes that it would be unwise to establish a standard in terms so restrictive as to discourage technological innovation in the field of theft inhibition. Consequently, the standard has been framed to permit as many specific devices as possible to meet its requirements. In addition, the standard does not preclude the use of supplementary theft protection measures, such as the "pop-out" key, so long as automobiles comply with the standard's minimum requirement.

In drafting the standard, a number of revisions were made in the language employed in the notice of proposed rule making. Many of these revisions clarify definitional problems that were raised in responses to the notice. The term "key" is defined so as to include methods of activating the locking system other than the commonly accepted concept of a key. The term "combination" was defined to clarify its meaning, and the 1,000-combinations requirement has been changed to make it clear that, after the standard's effective date, each manufacturer must produce at least 1,000 different locking system combinations, unless he manufactures less than 1,000 passenger cars. In response to comments which pointed out the impossibility of constructing a system which, upon removal of the key, would prevent operation of the powerplant absolutely and in all events, the provisions of paragraph S3(a) of the notice were revised to require only that removal of the key must prevent normal activation of the powerplant. Paragraph S4.2 represents a clarification of the requirement contained in paragraph S3.3 of the notice. It is intended to permit the driver of a car to turn off the engine in emergency situations while the car is in motion without also activating the steering or self-mobility lock. Other minor changes were made for amplification or clarification.

Shortly after the issuance of this standard, the Administrator will issue a notice of proposed rule making to determine the practicability of improving the standard by adding a requirement that key locking systems be designed and constructed to preclude accidental or inadvertent activation of the deterrent required by S4.1(b) while the car is in motion. The notice will propose an effective date for the additional requirement identical to that of the present standard: January 1, 1970.

In consideration of the foregoing, § 255.21 of Part 255, Federal Motor Vehicle Safety Standards, is amended by adding Standard No. 114, as set forth below, effective January 1, 1970.

In accordance with section 103(c) of the National Traffic and Motor Vehicle Safety Act of 1966, I find that it would be impractical to require compliance with this standard within 1 year and therefore it is in the public interest to adopt a later effective date.

This amendment is made under the authority of sections 103 and 119 of the National Traffic and Motor Vehicle Act of 1966 (15 U.S.C. 1392, 1407) and the delegation of authority of April 24, 1968.

Issued in Washington, D.C., on April 24, 1968.

LOWELL K. BRIDWELL,
Federal Highway Administrator.

MOTOR VEHICLE SAFETY STANDARD NO. 114

THEFT PROTECTION; PASSENGER CARS

S1. *Purpose and scope.* This standard specifies requirements for theft protection to reduce the incidence of accidents resulting from unauthorized use.

S2. *Application.* This standard applies to passenger cars.

S3. *Definitions.*

"Combination" means one of the specifically planned and constructed variations of a locking system which, when properly actuated, permits operation of the locking system.

"Key" includes any other device designed and constructed to provide a method for operating a locking system which is designed and constructed to be operated by that device.

S4. *Requirements.*

S4.1 Each passenger car shall have a key-locking system that, whenever the key is removed, will prevent—

(a) Normal activation of the car's engine or other main source of motive power; and

(b) Either steering or self-mobility of the car, or both.

S4.2 The prime means for deactivating the car's engine or other main source of motive power shall not activate the deterrent required by S4.1(b).

S4.3 The number of different combinations of the key locking systems required by S4.1 of each manufacturer shall be at least 1,000, or a number equal to the number of passenger cars manufactured by such manufacturer, whichever is less.

S4.4 A warning to the driver shall be activated when the key required by S4.1 has been left in the locking system and the driver's door is opened.

[F.R. Doc. 68-5095; Filed, Apr. 26, 1968; 8:49 a.m.]

Title 25—INDIANS

Chapter I—Bureau of Indian Affairs, Department of the Interior

SUBCHAPTER E—EDUCATION OF INDIANS

PART 31—FEDERAL SCHOOLS FOR INDIANS

APRIL 12, 1968.

Pursuant to the authority of the Commissioner of Indian Affairs found in Part 230 of the Departmental Manual, Chapter 2, Part 31, Chapter 1, Title 25 of the Code of Federal Regulations is revised in the following manner: (1) A new § 31.0 *Definitions* is added; and (2) § 31.1 is revised to restate and clarify Bureau of Indian Affairs policy regarding enrollment at Federal schools. Since this revision is a statement of policy, advance notice and public procedure thereon have been deemed unnecessary and are dispensed with under the exception provided in subsection (d)(2) of 5 U.S.C. 553 (Supp. II, 1965–66). Accordingly, these revisions will become effective upon publication in the FEDERAL REGISTER.

As added, § 31.0 reads as follows:

§ 31.0 Definitions.

As used in this part:

(a) "School district" means the local unit of school administration as defined by the laws of the State in which it is located.

(b) "Cooperative school" means a school operated under a cooperative agreement between a school district and